

Public Information Meeting

Reconstruction of Rubber Avenue LOTCIP



June 17, 2020



HERE TONIGHT

James Stewart, PE - Director of Public Works

Wayne Zirolli, PE - Borough Engineer

Karen Svetz, PE - NVCOG

Lisa Slonus, PE, PTOE - Weston & Sampson

Lauren Coles, PE - Weston & Sampson

AGENDA

- Project Area
- LOTCIP
- Existing Conditions - Corridor
- Existing Conditions - Route 63
- Overall Improvements
- Route 63 Roundabout
- Roundabout Aesthetics
- Q & A
- Wrap-Up

PROJECT AREA



Borough of Naugatuck - Rubber Avenue Reconstruction Project

LOTICIP

- LOTICIP – Local Transportation Capital Improvement Program
- Commitment of Funds
 - Town funds design
 - State funds construction
 - No Federal funds
- Coordination
 - Borough of Naugatuck
 - Naugatuck Valley Council of Governments
 - Connecticut Department of Transportation



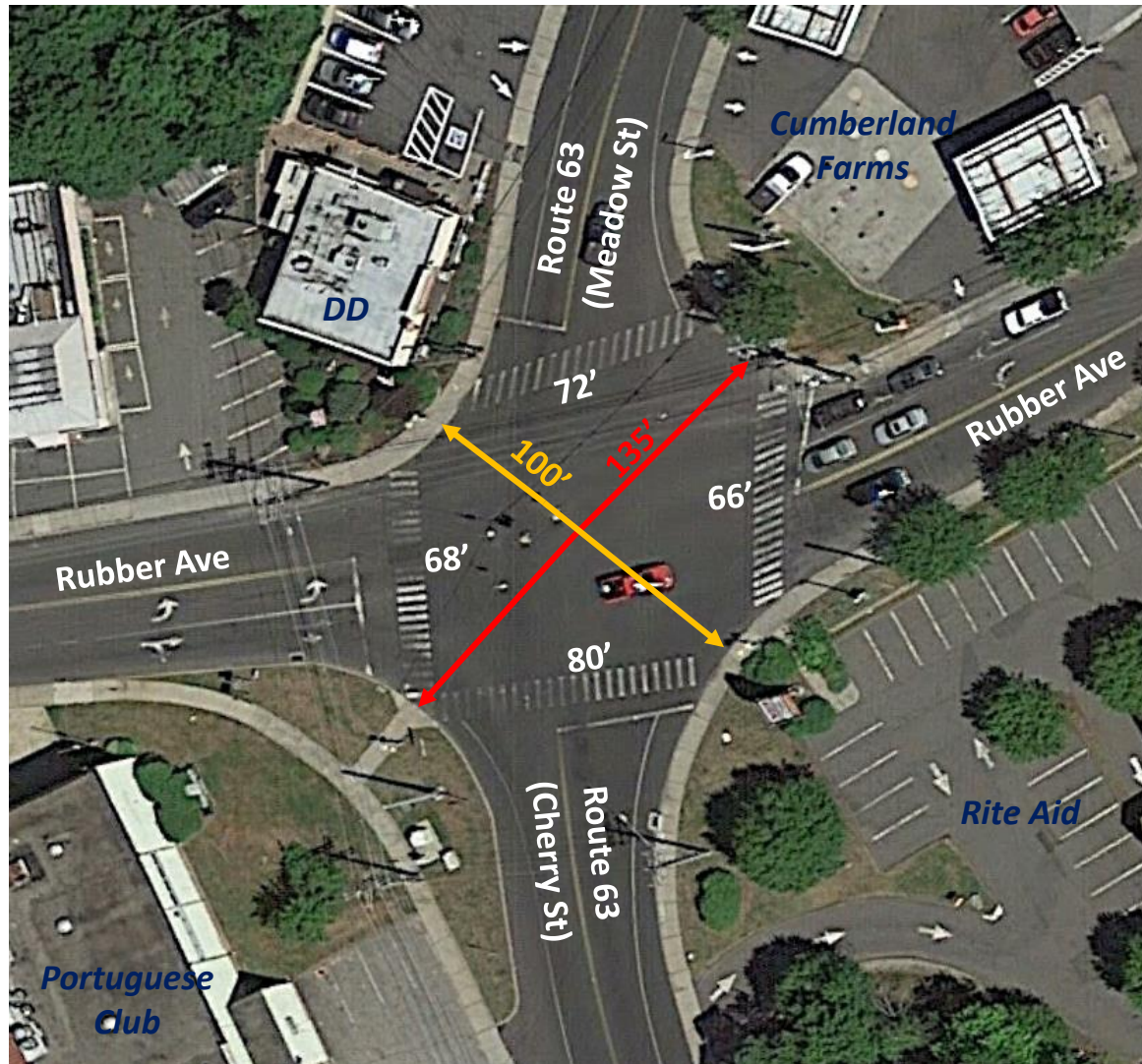
EXISTING CONDITIONS – West



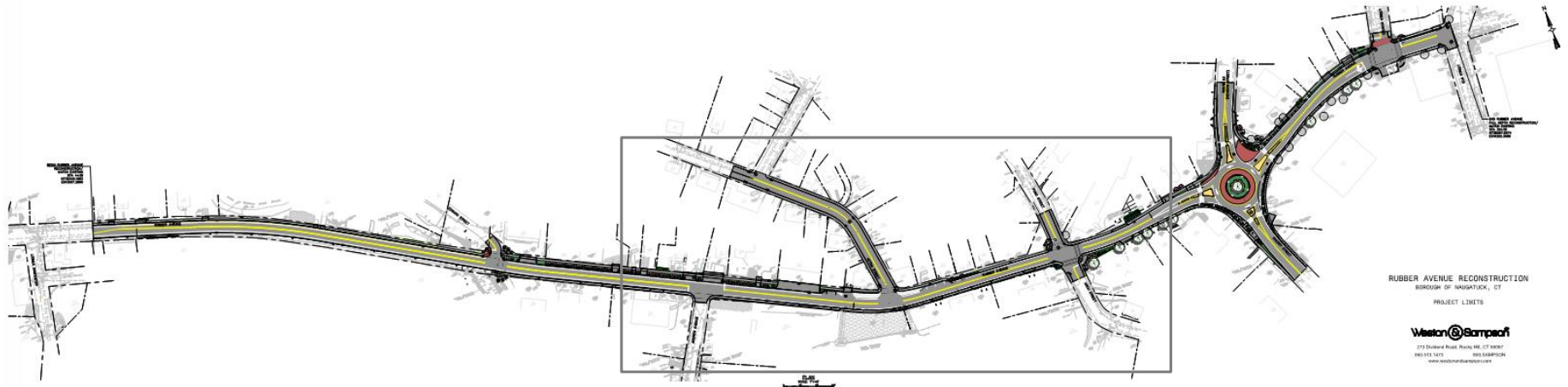
EXISTING CONDITIONS – Aetna & East



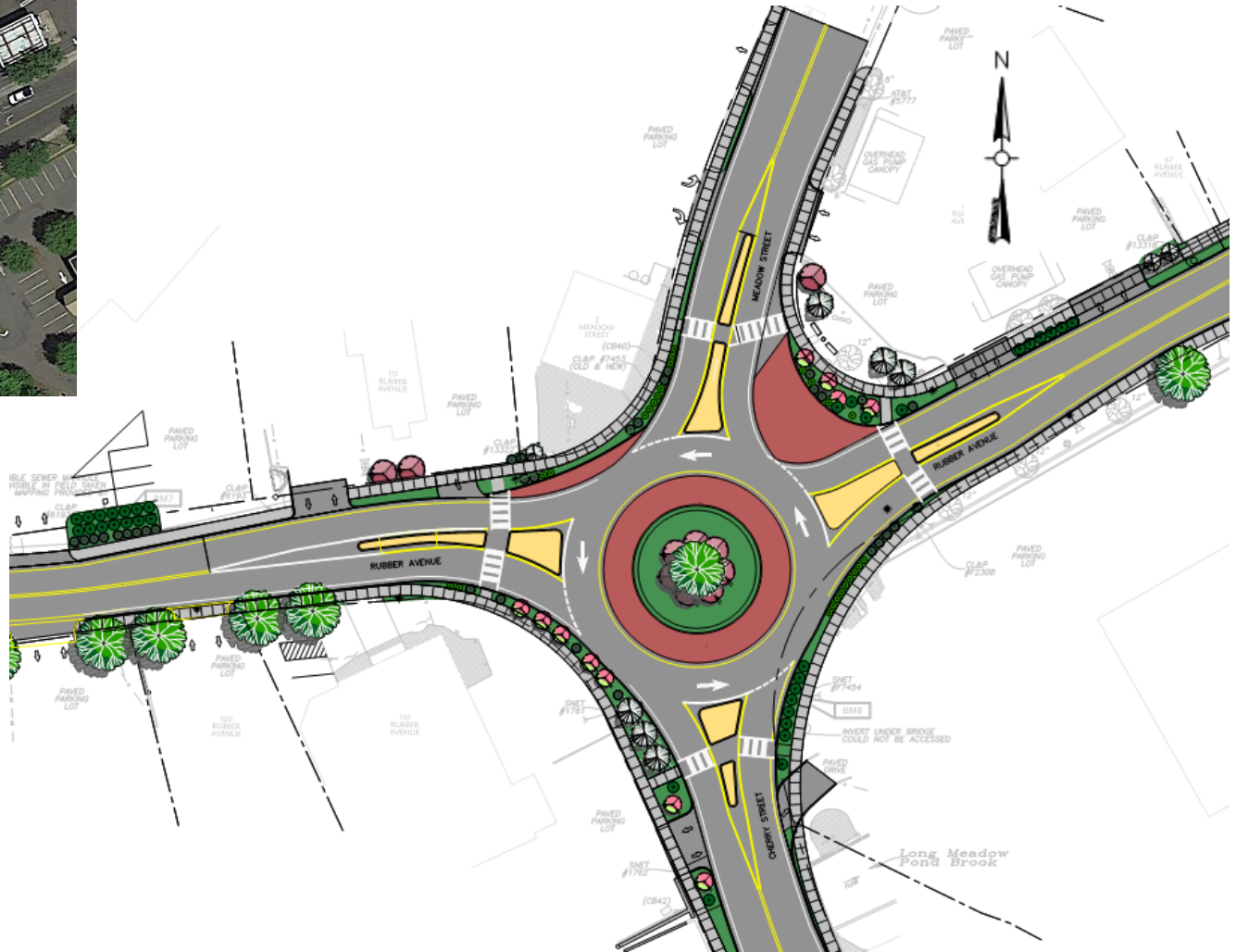
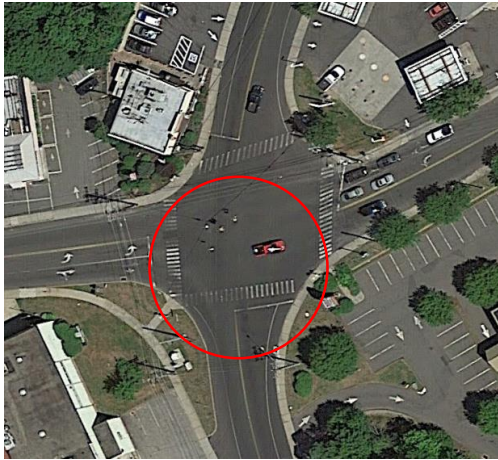
Route 63 (Meadow St/Cherry St)



OVERALL IMPROVEMENTS



Route 63 Roundabout

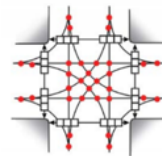
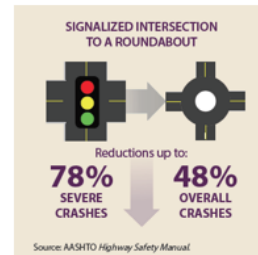


Route 63 Roundabout History

- Preliminary Engineering & Concept Design – Winter 2018/2019
- CTDOT Roundabout Review – Spring 2019
- CTDOT Roundabout Committee – May 15, 2019
- Roundabout Public Information Meeting – June 25, 2019
- Board of Mayor and Burgesses – August 6, 2019

Roundabout Benefits:

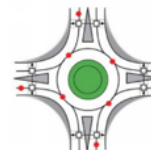
- **SAFER**
 - Low speeds (by design – circular shape, YIELD at entry, deflection at entry)
 - No Left turns
 - Eliminates angle crashes
 - Reduces overall crashes & crash severity
- **MORE EFFICIENT**
- **ENVIRONMENTALLY FRIENDLY**
- **AESTHETICS**
 - More greenspace and opportunities for landscape
 - Gateway
- **ECONOMIC DEVELOPMENT**
 - Efficient traffic movements – positive effect on flow and convenience for patrons
 - Improved visibility – vehicles move more slowly and signal equipment is removed, improving sight lines to businesses
 - Liked by business owners – positive reactions to roundabouts adjacent to businesses



Conventional Intersection

● 32 vehicle-to-vehicle conflict points

□ 24 vehicle-to-person conflict points



Roundabout

● 8 vehicle-to-vehicle conflict points

□ 8 vehicle-to-person conflict points

Route 63 Intersection Benefits:

- Improves LOS and reduces delay and queueing
- Reduces conflict points
- Reduces exposure time for pedestrians
 - Rubber Ave (west leg): 68' reduced to 34'
 - Rubber Ave (east leg): 66' reduced to 38'
 - Meadow Street (north leg): 72' reduced to 52'
 - Cherry Street (south leg): 80' reduced to 34'
- Gateway opportunity
- Aesthetically pleasing
- Easier access for businesses

Gateway & Aesthetic Opportunities



Option A



Option B



Option C



Option D



What's Your Input



What's Next?

- LOTCIP Application Under Review – currently
- Commitment of Funds – Summer 2020
- Preliminary Design – completed
- Final Design – Summer/Fall 2020
- CTDOT Administrative Review - Fall/Winter 2020
- Out to Bid – Early 2021
- Construction Completion – Fall 2021

Q & A

Weston & SampsonSM

transform your environment

thank you
westonandsampson.com